

Today's Advertisements.

MOUNT AUSTIN HOEL.

ON SATURDAY NEXT, THE 26TH SEPTEMBER.

By kind permission of Major RETALLICK and OFFICERS,
THE BAND OF THE HONGKONG REGIMENT

will play during Dinner and afterwards in the Hotel Grounds.

THE TABLE D'HOTE DINNER

IS SERVED IN THE GRAND DINING ROOM,
AT 8.00 P.M.Arrangements can be made for DINNER PARTIES in Private Rooms.
Tables or Seats can be reserved for the Table d'Hote and Wines laid to order.

MOUNT AUSTIN HOTEL.

Hongkong, 19th September, 1896.

IN THE SUPREME COURT OF
HONGKONG.

IN BANKRUPTCY.

No. 17 OF 1896.

NOTICE.

IN THE MATTER OF THE ON WO FIRM,
LATELY CARRYING ON BUSINESS AT NO. 9,
LI SHING STREET, VICTORIA, HONGKONG,
AS GUNNY-BAG DEALERS.A DIVIDEND OF 20 PER CENT. has been
DECLARED and is PAYABLE on
application at the Office of the OFFICIAL
RECEIVER on and after WEDNESDAY, the
23rd instant.

ARATHOON SETH,

Trustee.

Official Receiver's Office,
Hongkong, 19th September, 1896.UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Twenty-
Third Ordinary Yearly Meeting of the
Society will be held at its Head Office, No. 4,
The Arcade, Hongkong, on Thursday, the 8th
October, 1896, at Noon, for the purpose of
receiving the Report of the Directors, together
with Statement of Accounts for the year 1895,
and for the half-year ending the 30th June, 1896,
and of declaring Dividends.
The Transfer Books of the Society will be
Closed from the 20th September to the 8th
October, both days inclusive.
By Order of the Board,
N. J. KEE,
Secretary.

Hongkong, 19th September, 1896.

THE CHINA TUGBOAT STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL,
AND SINGAPORE.

THE Company's Steamship

"ONFA,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Underwriter before
Noon on the 26th instant, or they will not be
recognized.
All broken, chafed and damaged Goods are to
be left in the Godowns where they will be
examined on SATURDAY, the 26th instant, at
3 P.M.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 25th
instant will be subject to rent.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 19th September, 1896.

FOR SHANGHAI.
THE Steamship
"LONGMOON,"
Captain F. W. Schur, will be despatched at the
above Port on MONDAY, the 21st instant, at 4
P.M., instead of as previously advertised.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, 19th September, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Company's Steamship
"KWEIYANG,"
Captain Underberg, will be despatched at the
above Port on THURSDAY, the 24th instant,
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th September, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"WUHU,"
Captain Benson, will be despatched at the
above Port on TUESDAY, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th September, 1896.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.

(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, NEWCHANG,
TIENTSIN, HANKOW and PORTS on the
YAMATON).THE Company's Steamship
"SARPEDON,"
Captain Grier, will be despatched at the above
Port on TUESDAY, the 22nd instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th September, 1896.

TO LET.

DWELLING HOUSES:—
Nos. 2, 3 & 4, RIFON TERRACE,
GODOWNS in BLUE BUILDING.Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.,
Messrs. 19th September, 1896.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAITAN,"
Captain J. S. Roach, will be despatched for the
above Ports on TUESDAY, the 22nd instant,
at Noon.
For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers,
Hongkong, 19th September, 1896.

[1461]

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.Any complaints should be addressed to the
Manager.

Hongkong, 19th September, 1896.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND
SPIRITS.ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on
Application.PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xere's Wines.CLARET.—Our Clarets, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKEY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We only guarantee our WINE and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.A. S. WATSON & CO., LD.,
THE HONGKONG DISPENSARY.

Hongkong, 19th September, 1896.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 19, 1896.

THE RISE IN CABLE RATES.

Has the Hongkong Branch of the China
Association nothing to say on the subject
that occupied the time and attention of the
members of the Chamber of Commerce
for about a couple of hours this forenoon?
Is there to be no meeting of the members
of the Branch to consider whether any
exclusively British interests are affected
by the action of the Telegraph Companies in
raising their charges, after having first,
by their intrigues, drawn the Chinese
Government into a secret treaty that gives
the Companies a monopoly of the service
for the next ten or fifteen years? Have
Her Majesty's subjects nothing to say, no
representations to make to Her Majesty's
Ministers, or to the people of England on
the neglect of the Government to consult
the mercantile communities affected before
they sanctioned, without the authority of
Parliament, the Telegraphic Convention
between Russia and China, which binds
an almost intolerable yoke on the
shoulders of British commerce for a
lengthened period of years? One would
have thought that the second of the two
resolutions carried at the Chamber of
Commerce meeting to-day might more
appropriately have come from a purely
British rather than from a cosmopolitan
Association. The members of the Cabinet
are responsible to the nation and not
to foreigners. They have, in this case,
as Mr. WHITEHEAD forcibly put
it, adopted a policy, sanctioned a pro-
cedure, which inflicts heavy penalties on
all Britons directly or indirectly interested
in Eastern trade, a trade of immense value
to England and Englishmen, without any
possible gain to the public or to the State,
and wholly and solely for the benefit
of two trading corporations and their
shareholders. This grant of a mono-
poly given the two Telegraph Com-
panies—subverts no public interest
whatsoever. The Companies give nothing,
promise nothing in return. No extension
of existing Lines of Communication, no
duplication of or improvement in existing
lines is to follow. Patents and monopolies
are often extended by our English Courts
after a public hearing because the
invention to be protected or the manu-
facture to be encouraged is of value to the
public and the Patentee or Monopolist has
not yet had a sufficient reward for his
invention or discovery. There is no such
justification for the extension and
confirmation of this telegraphic monopoly.
The Companies concerned have had for
many years past an abundant reward for
their original enterprise and outlay. They
have had all their money back, with large
profits in addition, and have big reserves
in money and material. The British
Government has helped them to increase
these profits and strengthen that reserve
that they may defy opposition. Will not
the China Association make a public demon-
stration and a public protest on behalf
of the British section of the trading community,
the owners of three-fourths of the business
of China and the East, and the
persons who will have to pay
by far the greater proportion of the
enhanced cost of telegrams? Is it our
Government that is to blame? If England
had stood out, as in 1892, the new Tele-
graphic Convention would have fallen
through now as it fell through then. It is
our duty to make a public complaint and
a public protest. If the Hongkong Branch
of the China Association will do nothing it
had better dissolve itself and leave the
work that has to be done in China to the
more earnest and more intelligent men
who represent our country in Shanghai.

[1461]

THE Mission steam-launch *Day Spring* will
call alongside any vessel holding the answering
pennant, between 9 and 10.30 a.m. on Sunday,
to convey men ashore to the 11 o'clock service,
returning about 12.30 p.m.It is reported that the marriage of the Duc
d'Orléans with the Archduchess Maria Dorothea
of Austria has been fixed for November 5th
next, and that the ceremony will be performed
in the Imperial Palace in Vienna.At the half-yearly ordinary general meeting of
the shareholders of the Tanjong Pagar Dock
Co., Ltd., held at Singapore on the 18th instant,
Mr. T. Scott, Chairman, presiding, the report
and accounts were passed, and, on the motion
of the Chairman, \$50,000 were added to the
Special Reserve Fund, and \$20,000 placed to
credit of a Fund for the employees. A dividend
at the rate of 7 per cent. was also declared at the
meeting.In his *Weekly Share List* issued at noon to-day
Mr. Erich Georg writes:—Business during the
week under review has been rather slack and
the only important transactions have been in
China Sugar shares. H. & S. Bank shares are
obtainable at 195 to 192 per cent. premium.
China Sugars are obtainable at \$133 for cash.
Dock shares are quoted at 202 per cent. premium
as the cash rate. A. S. Watson & Co's fetched
\$12.85 and more shares could be placed at that
rate. Steamboats have been done at \$331 for
cash and at this rate there are further buyers.At the special general meeting of the 'Cham-
ber of Commerce' held this forenoon the Hon.
T. H. Whitehead, who has worked so hard
for years past in his endeavours to obtain for
the ratepayers constitutional rights and privi-
leges that should long ago have been
voluntarily conceded to the residents by the
Imperial tax-gatherers, was unanimously
and amidst loud and long continued applause,
nominated, for another term of six years, the
Chamber's representative in the Legislative
Council. The members of the Chamber are to
be congratulated on their choice, for the proof
of the prudence in the choice, and the Hon. Mr.
Whitehead has proved himself, over and over
again, a hard-working, useful, and oft times
successful representative of the Chamber. As
the Chamber's representative in the Council it
is a case of the right man being in the right
place.THE first rolling steamboat, Mr. Basin's
invention, was launched with perfect suc-
cess last month, into the Seine, from the workshop
of the firm of MM. Call et Compagnie, at St.
Denis. The launching of the vessel is an
event of considerable importance, for if the hopes
of Mr. Basin and of the capitalists who sub-
scribed the five hundred thousand francs it will
have cost when completed are realized, New
York, for instance, will be brought within a few
days' voyage from Havre. Though the rolling
boat is very different in form from ordinary
steamers, Mr. Basin claims complete seaworthi-
ness for it, and contends that sea-sickness on
board will be reduced considerably by its com-
parative stability. Whether it will really possess
these qualities will be shown when it crosses the
Channel. In the meantime it is interesting
to know the aim Mr. Basin has in view. His
object has been to increase speed by suppress-
ing the friction of the water against the vessel
as it is forced forward. This, he contends, he
has accomplished by substituting for the ordi-
nary hull of a vessel a sort of platform supported
over the water by revolving lenticular-shaped
wheels. These wheels are to be made to turn
in tandem or correlation with the forward
impulsion given to the vessel by the screw.
The boat is therefore not to be forced through
the water, but is to roll upon the surface.In a recent issue we reported that two of the
boats belonging to the ill-fated coal-laden ship
Flora P. Stafford, which was burnt at sea in
June last, had turned up at Manila and sub-
sequently reached this port. It was then stated
that one of the boats, with the Chief Officer and
three sailors, was missing. To-day the mem-
bers of the crew of the missing boat arrived
here from Manila by the *Sunghang* and at once
proceeded to the Sailors' Home where they
were interviewed by a representative of the
Hongkong Telegraph, to whom Mr. James
F. Curtis, the chief officer, stated:—The
Flora P. Stafford caught fire on the 6th June.
We had to take to the boats on the 8th and on
the 9th left sight of the other two boats during
a heavy squall. At that time the three boats
containing the whole of the members of the crew,
were steering westwards towards the island of
Mindanao, in the Philippines. On the 11th
June I took observations and found there was
a 4-knot current running East, so decided to run
to the Pellow Islands, which I reached on the
13th June. We had fine weather throughout,
but there being a head wind we had to row all
the way, some 250 miles. We had plenty of
provisions and water. After arriving at the
Pellows we were well treated by the natives so
far as supplying us with fresh provisions was
concerned, but they took all our clothes.
On the 18th we sailed from the Pellows for
Yap, in the Caroline Group, in the schooner
Santa Cruz, Captain O'Keefe, and got to Yap
on the 21st July. From the date of our
arrival at Yap (21st July) till and September
we were treated very kindly by Captain O'Keefe
and the Spanish officials there. On the 2nd
and 3rd September we left Yap by Spanish steamer
bound for Manila, where we arrived on the 7th
September and were at once handed to the British
Consul who saw to it that we were properly
housed and fed. On leaving the ship the boats
were well provisioned and had bags of fresh
meat stored in them and the crew was as evenly
distributed as possible in proportion to the size
of the boats. As I had only a 30-foot gig I
could only take three men and those were An-
drew Benson, John Macdon, and Robert Beale,
who arrived here to-day.THE MANNING OF THE BRITISH
NAVY.The question which people are asking them-
selves is whether the difference of opinion at
Whitehall will become sufficiently accentuated
to compel Sir Frederick Richards to resign, and
if so, how many of his naval colleagues will
follow him in his retirement. It is hardly a
secret that the First Sea Lord is inclined to those
views in regard to the manning of the navy
which have found a public exponent in Lord
Charles Beresford, rather than to those optimistic
opinions to which Mr. Goschen has given utter-
ance. Although, however, Sir Frederick Richards
must to some extent be regarded as the trusted
adviser of the Government in naval matters, he
can, according to our system, be looked upon
only as *primus inter pares*. If he stands alone,
he is hardly likely to be able to enforce his views
upon the civil portion of the Board, though, even
then, his resignation, which would presumably
follow upon any direct refusal to act upon his
serious advice seriously tendered, would go
far to rouse the country to a sense of its peril. If,
however, Sir Frederick is supported, as is not
improbable, by his naval colleagues, we may
reasonably expect that the Government will
listen to professional opinion, and will make
haste to supply the deficiency in the national
armour. No Ministry could afford to fly in the
face of all its naval advisers. In regard to the
question of men, it may be as well to remember
that Lieutenant Emile Dabois insisted more than
a month ago that France could man every ship
in her fleet, and still have 50,000 to spare as
reserves. Italy is about to build three first-class
battleships. In many respects they will resemble
the *Re Umberto*, but they will be more thickly
armoured—the maximum protection of the *Re
Umberto* is 12 inches on the barbettes with a
4-inch belt—and the weight thus saved is to be
devoted to a heavier secondary armament. This
is in accordance with the system of Italian naval
construction, which holds that the best defence
is to be found in superiority of fire. Many English
critics will hold that any weight saved by dimin-
ishing the barbettes armour might be more wisely
expended in the provision of that defence, in-
stead of so conspicuously lacking. In the *Re Umberto*,
for example, there is not a single screen to pro-
tect the crews of the gun turrets, and a single
shell penetrating the thin side armour would
work terrible havoc. In connection with the
question of armour, it may be interesting to refer
to the development during late years of relating
capacity, as shown by experiments recently con-
ducted on board the *Natalie* with a Harveyised
iron plate made by Messrs John Brown & Co., of
Sheffield. The plate was 6 inches thick and
weighed 6.4 tons. Hollow projectiles, each with a
velocity of very nearly 2,000 feet per second,
were discharged at it. In theory the projectiles,
under the conditions, should penetrate about 16
inches of wrought iron, but in this case they
were all broken up, only two of them entering the
wood backing to a very slight extent, while at
the conclusion of the experiments only one
small crack appeared in the plate. Talking,
then, wrought iron as the scale, the resisting
power of such a plate may be represented by
25, and the 12 inches of armour of the ship of the
Mermaid class will more than suffice to
most even at the closest range the projectiles
of the new French 12-in. gun. Remon-
has it that in next year's naval programme
provision will be made for the construction of
six battleships of no remarkable size or defensive
powers, but expected to be formidable by reason
of their great speed. It has been already pointed
out in these notes that high speed can be obtain-
ed only by the sacrifice of some other quality,
and that, so far as battleships are concerned,
we are not now dealing with cruisers—it is
doubtful whether, after a point which has been
reached in, we keep going, it is worth while to
make that sacrifice. Actions will not be fought
with the opposing fleet moving at 18 or 20
knots on board—*Morning Post*.

REUTERS' MESSAGES.

THE CHINA LOAN.
LONDON, September 17th.
The balance of the Chinese loan, recently
issued, was only half subscribed.GREAT BRITAIN AND TURKEY.
Reuters' agency learns that Great Britain does
not mediate any isolated action against Turkey,
but that she will never again take the part of
the Porte. She desires to continue to co-operate
with the Powers, but must stand aside, in the
hope of a better state of affairs, if the Powers
are unable to concert measures for the preven-
tion of further massacres.

LOCAL AND GENERAL.

MR. DE BUREAU, British Minister, has returned
to Bangkok from furlough.THE twenty-third ordinary yearly meeting of the
Union Insurance Society of Canton, Ltd., will
be held at the head office, Hongkong, on the
8th proximo.THE new British torpedo-boat destroyer *Thrush*,
built by Messrs Laird Brothers, Birken-
head, on her recent trial trip developed a speed
of thirty-six statute miles per hour.It is mentioned in shipping circles that the "blue
funnel" liner *Durham* is to be docked for
alterations designed to render her thoroughly
suitable for the Rangoon timber trade.THE August number of *The South China* con-
tains a capital portrait of Mr. G. W. Ward, who
was for some years a member of the staff of the
Hongkong Telegraph and was reported for the
Pail Mall Gazette during the China-Japan
war. He is now with the Egyptian forces in the
Soudan and is writing of *Flash and Whirl* and
some other papers. Well done, Ward!ROAD overcoats in England are now being
supplied with bicycles. Perhaps, were our local
overcoats presented with "foot rickshaws" they
would keep the roads in better order. Nothing
convinces a man of the roughness of a road
better than a good heavy fall from a bicycle.An advertisement published in this issue sets
forth that next Saturday, the 26th instant, by
kind permission of Major Retallick and Officers,
the band of the Hongkong Regiment will play
at Mount Austin Hotel during the dinner, and
afterwards in the Hotel grounds. Dinner will be
served in the spacious dining-hall at 8 p.m.,
but we understand that the management will
make arrangement for dinner parties in private
rooms.THE Press Association understands that Dr.
Jameson is engaged in writing what is believed
to be a record of the Transvaal Raid. He
devotes nearly the whole of his time in his cell
at Holloway Prison to his compilation, and has
expressed a desire not to be unnecessarily
disturbed by visitors, in consequence of the
time and care that the preparation of such a
document demands. Dr. Jameson appears to
have experienced no ill effects from his enforced
confinement. His food is provided for him by a
local tradesman, and he takes full advantage of the
open-air exercise allowed him in common with
the other Transvaal prisoners. This takes
place twice daily, and the little band meet in the
semi-private ground adjoining the prison in-
firm, and stroll round the exercise ground
arm-in-arm conversing with each other. All
the prisoners are in good health, and so far as
can be ascertained none of them has any com-
plaint to make as to the treatment they receive.
The completed arrangements for their treatment
stipulate that each prisoner may, if he desire,
receive two visits a week, and write two letters
in the same period to relatives or friends.THE REBELLION IN THE
PHILIPPINES.The China Navigation Co.'s steamer *Sung-
Kiang* arrived here to-day from Manila, via
Amoy. It was thought that the first steamer
from Manila would bring us columns of news
about the rebellion in the Philippines and that,
assuming our correspondent neglected to send
us a goodly budget of thrilling details, we should
at all events be able to call a lot of very readable
matter from our Manila exchanges. But we
were counting our chickens before they were
hatched and find ourselves sadly disappointed,
for not only has our correspondent, to whom
we wired long ago for information, failed
to acknowledge receipt of our telegram, but
he has not written (or at all events we
have not received any letters from him)
as a line about the troubles in Manila. This is
very vexatious enough, but the annoyance is greatly
increased by the fact that not a single copy of
the Manila papers (not even the *Diario de
Manila*) has been received either through the
post (the usual channel through which we
get our Manila exchanges) or in any other way.
This apparently indicates that the authorities at
Manila are not only exercising a strict censorship
over telegrams leaving the Philippines, but have
gone to the length of preventing the Manila
papers from exchanging with us, or have seized
the exchanges in the Post Office at Manila. We
submit that there is no justification for such
grossly offensive action; that no harm could
result from the semi-official *Diario* getting into
Hongkong; and that if the authorities believe
they are doing the right thing they should not fail
to acquaint us with the reasons which have
actuated the promulgation of a policy which is as
galling as it is peculiar and difficult to compre-
hend. We know there have been vague
statements about "head centres" being in
Hongkong; if such a statement were made
officially it would be a grave charge and ought to
be followed up with an application for the ex-
tradition of persons who may be guilty of treason.
Has such an application been made to the
Government of Hongkong? If not, why not?
As will have been seen by the "Extra" we
issued at 2 o'clock, we received Messrs. Warner,
Barnes & Co.'s *Circular* of the 2nd instant.
This is the only printed matter that has reached
us from the Philippines to-day. It states:—
"On the 30th ult. there was a rising of dis-
contented natives in the adjacent provinces, who
advanced to the suburbs of Manila, where they
were met by the Government troops and
dispersed with a loss of some 200 men. We do
not look for any serious troubles, but it is not
impossible that, owing to the number of natives
who have left their villages and joined the bands
in the mountains, there may be raids from time
to time on the cultivated districts and perhaps
damage to the growing crops."
From inquiry made at the Head Office of
the Hongkong and Shanghai Bank this afternoon
we are in a position to state that the news to-day
received from Manila makes it clear that no
anxiety is felt respecting the situation at that port.
The *Redpole* was still at Manila when the
Sungkiang called on the 14th instant.
It is reported that the province of Cavite is in
the hands of the rebels who number fully 15,000
men, well armed; but this lacks confirmation.HONGKONG GENERAL CHAMBER
OF COMMERCE.

SPECIAL GENERAL MEETING.

THE RISE IN CABLE RATES VIGOROUSLY
PROTESTED AGAINST.

J. WHITEHEAD RE-ELECTED.

A special general meeting of the members of
the Hongkong General Chamber of Commerce
was held in the Chamber Rooms, City Hall, at a
quarter to 12 to-day for the purpose of protesting
against the action of the Telegraph Companies in
suddenly raising their rates for Europe and
America 37½ per cent. and 42½ per cent.
respectively, and nominating a member of the
Chamber for appointment to the Legislative
Council. Mr. A. McCosmiche presided, and
there were also present Hon. J. J. Bell-Irving,
G. B. Dowdall, N. J. Ede, T. Jackson, S.
C. Michaelson, N. A. Slane, Hon. T. H.
Whitehead (Committee), and Messrs J. Kramer,
E. R. Bellion, G. H. Potts, P. C. Betham,
Hon. C. P. Chater, G. L. Tomlin, A. J.
David, T. Arnold, Hart, Buck O. Wegener,
F. Maitland, G. de Champeaux, M. Lacaze, J.
H. Garrels, H. N. Moyle, Geo. W. F. Playfair,
D. R. Sassoon, M. D. Keshik, Wm. Whalley, H.
Stehmke, W. H. Ray, W. Ponds, J. H. Cox,
A. Coxon, M. S. Sassoon, E. J. Holmes, W.
Danby, H. L. Denney, E. H. Joseph, W. R.
Lindsay, Granville Sharp, G. Stewart, E. Wick-
ham, D. R. Crawford, J. Jones Hughes, H. R.
Kinross, R. L. Richardson, J. W. R. Taylor, M.
M. Mehta and others.The Chairman in opening the proceedings said
—Gentlemen, I think I need hardly detain you
by going at length into the question before us.
We have met to-day to protest against the
sudden and very heavy increase in their rates
which the Joint Telegraph Companies, having
first concluded a Convention with the Chinese
Telegraph Administration, thus paving the way
by securing a monopoly, saw fit on the 18th
ultimo to spring upon us after only a single
day's notice. Well gentlemen, I can only hope
that our protest will be emphatic and that it
may prove effective. You have all of you no
doubt read the correspondence, and can readily
form your own judgment on the case. I will
now call upon Mr. Jackson to move the first
resolution.Mr. Jackson, in moving the first resolution,
preluded his remarks by stating that the Tele-
graph Companies had over done their work, and
that more obliging and more painstaking body
of public servants he had never met. That was
the best reason of the attack, now to the subject
of the meeting. It was a good reason indeed.

Intimations.

KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 & 1895.



BRIGHT PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS:— WATKINS & CO., HONGKONG.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLES
FORMILITARY
EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co, Paris

HONGKONG CRICKET CLUB.
NOTICE

THE ANNUAL GENERAL MEETING of the CRICKET CLUB, for the purpose of receiving the Committee's Report for the Past Season and electing the Committee and Officers for the Coming Season, will be held in the PAVILION on FRIDAY, the 25th September, at 4.45 P.M.

EDWARD A. RAM,
Hon. Sec., H.K.C.C.

Hongkong, 17th September, 1896. [1450]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTIETH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on SATURDAY, the 26th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 31st April last and of Declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th instant, both days inclusive.

By Order of the Board of Directors,
W. H. RAY,
Secretary.

Hongkong, 4th September, 1896. [1397]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 26th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 31st June, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th September, both days inclusive.

DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 5th September, 1896. [1398]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently an INTERIM DIVIDEND of 5 PER CENT. was DECLARED on the COMPANY'S PREFERENCE SHARES for the SIX MONTHS ending 30th June, this being at the rate of 6 PER CENT. PER ANNUM.

The DIVIDEND WARRANTS will be ready on the 1st October.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th instant till the 1st October, inclusive.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 11th September, 1896. [1427]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that SCRIP CERTIFICATE No. 1,910 issued 29th May, 1896, for FOUR SHARES Numbered 6,661 to 6,664, in the above Company, standing in the Name of Miss ELIA PULCHERIA PEREIRA MARQUES, of MACAO, has been LOST, and should the same not be produced before the 30th instant, a NEW SCRIP CERTIFICATE will be ISSUED to the said Miss ELIA PULCHERIA PEREIRA MARQUES, and NO TRANSFER taking place under the said Scrip Certificate No. 1,910 will be recognized by the Company.

JARDINE, MATHESON & CO.,
General Managers.

HONGKONG FIRE INSURANCE CO., LTD.
Hongkong, 15th September, 1896. [1446]

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.
FOR BRISBANE, SYDNEY AND MELBOURNE.
(Taking through Cargo to QUEENSLAND PORTS, ADELAIDE AND NEW ZEALAND.)

THE Steamship.

"MERIONETHSHIRE."
Captain Davies, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 14th September, 1896. [1058]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUZUKI CANAL.

THE Company's Steamship.

"NESTOR."
Captain Argyle, will be despatched as above on SATURDAY, the 2nd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th September, 1896. [1449]

Shipping.

STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship
"NANYO MARU"
will be despatched for the above Ports TO-MORROW, the 20th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 19th September, 1896. [1404]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN."
Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 20th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 19th September, 1896. [1458]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG."
Captain C. B. N. Dodd, will be despatched as above on MONDAY, the 21st instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th September, 1896. [1434]

ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.

JAVA—CHINA—JAPAN LINE
OF STEAMERS.

FOR SINGAPORE, BATAVIA, SAMARANG
AND SOERABAYA.

THE Steamship

"GERMANIA."
Captain Bendixen, will be despatched for the above Ports on MONDAY, the 21st instant, at 5 P.M.

Through Bills of Lading issued for all Ports in the East Indian Archipelago, Amsterdam, Rotterdam, Genoa, Marseilles, Antwerp, London, Naples, Leghorn and Trieste.

For Freight or Passage, apply to
LAUTS, WEGENER & Co.,
General Agents.

Hongkong, 17th September, 1896. [1454]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF
CALL.

(Taking Cargo at through rates for GLASGOW,
LIVERPOOL, CONTINENTAL PORTS,
RIVER PLATE, &c.)

THE Company's Steamship

"OOPACK."
Captain H. Sommer, will be despatched as above on or about the 22nd instant.

The Co's S.S. "PINGSUKY."
Captain D. Davies, will follow the Oopack on or about the 6th October.

The Co's S.S. "NINGCHOW."
Captain E. Warrill, will follow the Pingsuky promptly.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 17th September, 1896. [1465]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"HOENZOLLERN."
Captain A. Harnasow, will leave for the above Ports on or about WEDNESDAY, the 23rd instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th September, 1896. [1447]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PRINZ HEINRICH."
Captain Coppers, will leave for the above Ports on or about THURSDAY, the 24th instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th September, 1896. [1447]

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUZUKI CANAL.

THE Company's Steamship

"DIXON."
Captain Nish, will be despatched as above on FRIDAY, the 25th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th September, 1896. [1389]

SAILING VESSELS.

FOR NEW YORK.

THE 3 1/2 A.I. American Ship

"CHARLES E. MOODY."
Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & Co.,
Agents.

Hongkong, 5th August, 1896. [1096]

FOR NEW YORK.

THE 3 1/2 A.I. American Ship

"SAINT MARK."
Captain Maiter, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 26th August, 1896. [1337]

FOR SAN FRANCISCO.

THE A.V. & British Bark

"CARABLANCA."
Captain Maiter, will load here for the above Port, and will have quick despatch.

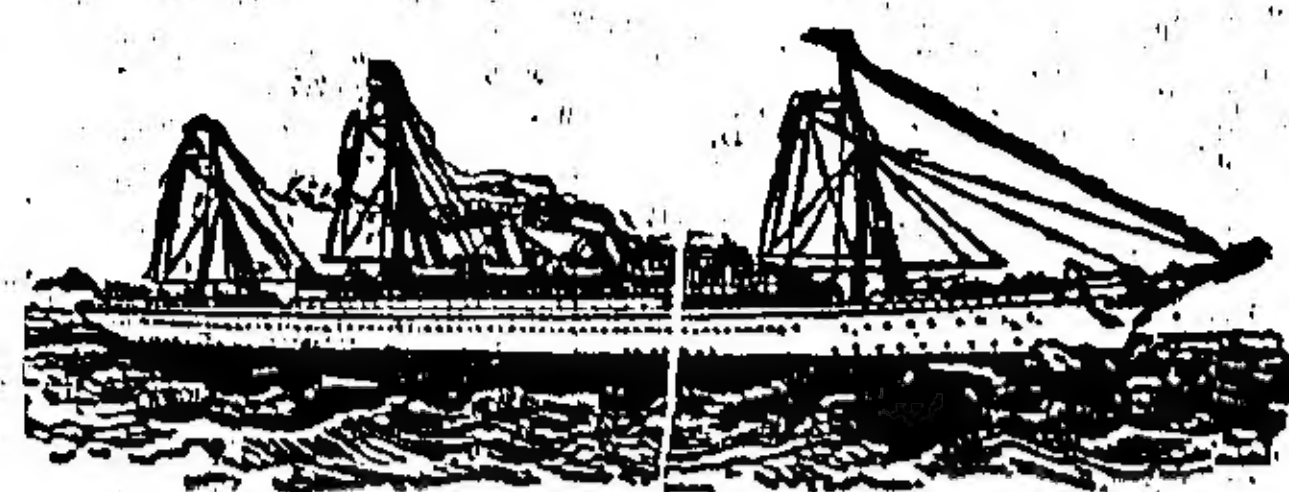
For Freight, apply to
LAWSON, TOMES & Co.,
Agents.

Hongkong, 4th September, 1896. [1395]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 15th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS to Hongkong, Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, &c.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of its TRANS-CONTINENTAL TRAINS (this Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 7th September, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Capitol (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 22nd Sept., at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Thursday, 24th Oct., at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 27th Oct., at Noon.

THE U.S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 22nd September, 1896, at Noon, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY, on payment of 25 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 14th September, 1896.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S PATENT GUNNIE
COMPOSITION RIFLE BAND BRAND,
HARTMAN'S GREY PAINT,
DANIEL'S PATENT MOTOR LAUNCHES,
&c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
& O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th Sept. 1896.

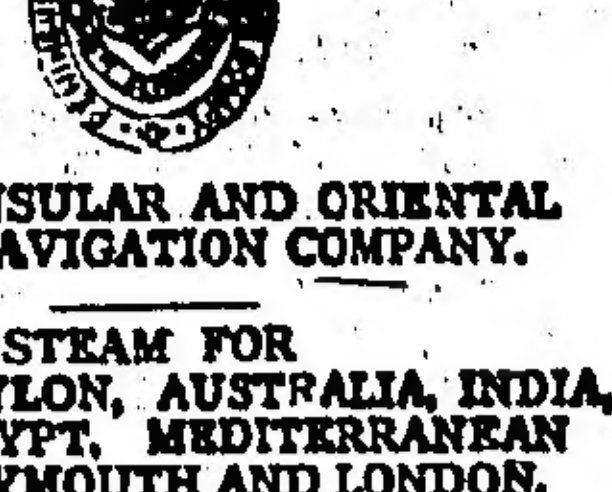
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

J. I. L. FLUID

THE BEST
DIETETICAVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & CO.,
SOLE AGENTS.

Hongkong, 26th March, 1896.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND."

Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from BOMBAY, on THURSDAY, the 24th September, at Noon; taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Carfax, leaving that Port on the 17th October for London direct.

Silk and Valerables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 10th September, 1896. [431]

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and the Isthmian and EASTERN COASTS of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSES carried.

HONGKONG TO NEW YORK \$550.
The Railroad crossing is made to come on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Victoria 3.167 | Thursday | Oct. 1.

Olympia 2.608 | Friday | Oct. 9.

Columbia 2.508 | Tuesday | Oct. 27.

Tacoma 3.549 | Tuesday | Nov. 17.

Victoria 3.167 | Tuesday | Dec. 8.

Olympia 2.608 | Tuesday | Dec. 29.

THE Steamship

"VICTORIA."

Captain A. Love, sailing at Noon, on THURSDAY, the 1st October, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada; and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL &